

## History of the Panama Canal

THE first copies of the History of the Panama Canal, by Ira E. Bennett, have been received in Honolulu.

Mr. Raymond Brown, secretary of the chamber of commerce, has been requested by Mr. Bennett to assist in giving the book as wide publicity as practicable in Hawaii. In pursuance therewith Mr. Brown has engaged Mr. Fred Turill to handle the book, and copies can be obtained in various bindings through Mr. Turill.

The book consists of 543 large pages, and is profusely illustrated.

The associate editors are John Hays Hammond, Patrick J. Lennox, Wm. J. Showalter, Capt. Philip Andrews, U. S. N.; Dr. Rupert Blue, and Hon. J. Hampton Moore—the latter being one of the Congressional Party who recently visited Hawaii.

The book contains an exhaustive index and a biographical sketch of those who were connected with the building of the canal or the compilation of the history.

As to the history itself—it is not "official" in the sense that it is published by the government, but it is as authoritative as though it had the great seal of the United States attached, for it contains not only a detailed account of the history of the surrounding country, and its development from the time of its discovery to date; but copies of all of the numerous treaties and agreements relating thereto, as well as signed statements by many of the men who were leaders in the legislation and activities incident to the building of the canal and those who executed the great work.

Among other contributors to the history are John F. Wallace, Theodore P. Shonts and Jno. F. Stevens, the eminent engineers who were successively placed at the head of the great enterprise, prior to the appointment of Maj.-Gen. George W. Goethals, under whose direction the canal was completed.

Ex-President Roosevelt also contributes an article in his usual clean-cut style, setting forth how, under his administration, the right to dig the canal was secured by the United States. He pays his compliments to and answers those who claim that he acted in an "unconstitutional manner." This chapter is republished herewith.

Hon. J. Hampton Moore contributes an article on the legislation incident to the building of the canal; Dr. Rupert Blue covers the health problems of the enterprise and how they were solved and Capt. Harry S. Knapp of the Navy, gives a concise but vivid description of how the canal affects the American navy and the policies of the government affected thereby.

Admiral Dewey contributes a note in which he says of this article:

"Captain Knapp's views are in such complete accord with my own and are so clearly and convincingly presented, as to leave no occasion for separate comment on my part."

Captain Andrews of the Navy, by special authorization of Secretary Daniels, also discusses the naval problems presented by the canal, including the necessity for a stronger naval force in the Pacific and the subject of England's alliance with Japan.

Major-General Wood furnishes a short article on the army responsibilities as affected by the canal, and John Hays Hammond discusses the effect of the canal on commerce. The scope of the article is much more comprehensive than the title would indicate, it going so far afield as to include the "Merchant Marine," "Financial Conditions in South and Central America, and China"; a suggestion of a "Pan-American Supreme Court," and a "Pan-American Defensive Alliance as a Substitute for the Monroe Doctrine."

Lorin A. Thurston's article on the "Effect of the Canal on Hawaii," follows and an essay by Sir Hiram S. Maxim on the "Canal and the British Empire."

There are numerous other special articles, and an apparently exhaustive description of the ways and means of coping with the many engineering problems encountered.

The book is far more than an indexed catalogue of what has been done at the Isthmus. In fact it is a presentation not only of what has been done; but a first hand discussion of the many problems—commercial and political—which face the United States in the Pacific and the adjacent countries.

Every person who pretends to keep in touch with the progress of the world and the views of men competent to write about them, should possess a copy of this history.

The most interesting feature of today's Advertiser is a brief review of the History, under discussion, which Maj.-Gen. William H. Carter kindly consented to write for this paper. It will be found more than worth while reading for its own sake, as well as for the light which it sheds upon the subject matter discussed.

The new Kansas statute fixes the maximum grant to needy mothers at twenty-five dollars a month to be paid at the discretion of county commissions. The New Hampshire law limits payment to ten dollars a month for a dependent mother having one child under sixteen years and five dollars for each additional child. The legislature appropriated \$16,000 for the first two years of the law's operation.

## Pacific Mail Withdrawal

THE approaching withdrawal of the Pacific Mail from the Pacific trade is being commented on at length in the Eastern press, where the people apparently take more interest in the matter than Honolulu does, although the withdrawal of the Pacific Mail fleet will seriously cripple the tourist trade of the Islands. The New York Tribune, for one, says:

"The disastrous consequences of the La Follette Seamen's Act are already apparent in the announcement made by the directors of the Pacific Mail Steamship Company. These consequences were clearly foreseen long ago by shipping men, and will cause no surprise to any one except possibly to some few ill-advised and misguided friends of organized labor and to certain politicians who chose rather to follow their leaders blindly than to give heed to the warnings of the men most competent to judge of the merits of this shortsighted and mischievous piece of legislation."

"What is to be the ultimate fate of the Pacific Mail is still uncertain. The ships may be sold or leased or turned to account in some service where the restrictions of the Seamen's Act will be less deadly. That is a question which concerns the directors and the stockholders of the company; the point of interest to the American people is the threatened extinction of the American flag in the Pacific Ocean. The inevitable result of the preposterous measure designed ostensibly in the interest of American labor is to deliver over trans-Pacific trade to the Japanese. The provisions of the seamen's act are such as can only be met by the subsidized Japanese steamship lines, and in the natural course of events the Japanese will soon acquire a monopoly of the trade between our Pacific ports and the Orient."

"At present ships engaged in this trade are manned largely with Asiatic crews, but the new law provides that no ship shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which in each department thereof are able to understand any order given by the officers of such vessel." Such crews, it has been pointed out, are simply unobtainable. Mr. Schwerin, the general manager of the Pacific Mail company, insists that not only would it be impossible to find a sufficiency of firemen and trimmers speaking English fluently, but that there would be the same difficulty in securing a due proportion of men conversant with German, French or Spanish, so that the language qualification would prohibit ships of other nationalities engaging in this trade with Oriental crews as well as ships under American registry, while it would not apply to Japanese ships, officered and manned solely by Japanese, where the entire ship's company speak a common language, and so in every respect comply with all the terms of the bill."

"And this is not the only clause that tells against the American shipowner, though it is the most far-reaching. It was not without due deliberation that the Pacific Mail company came to the conclusion that it could not survive the intolerable conditions of the new law. The cost to the service has been carefully calculated and is estimated to amount to an additional expenditure of \$802,042. Until two years ago the company had an annual deficit; in 1913 the surplus was \$20,000, and in 1914 \$300,000. It is manifest that further expenditure in the interest of mad legislation cannot profitably be borne. Short of repealing the seamen's act there is nothing to do but to submit to the inevitable and suffer the Japanese to take possession of the Pacific trade."

## 'The Call of the Hen'

THERE are two distinct objects sought by poultry raisers: 1. the production of eggs; 2. the production of meat. A bird which does not produce the maximum of either, but which fairly fulfills both functions is usually sought, especially by amateurs. Regardless of whether the main object is eggs or meat, however, it is quite necessary to success that a poultry raiser, especially one who seeks to produce for profit, should be able to pick the good from the poor layers, sending the latter to the market and retaining the former for reproduction.

The well known method of picking the good from the poor layer is "trapnesting." That is, nests are so arranged that each hen is trapped as she lays, so that an individual record of each hen is obtained. There are two obstacles in the way of this method, when production is on a commercial scale. First, it takes much time and attention; and second, the information is not obtained until a hen has been laying a year or so.

Walter Hogan, of Petaluma, California, has devoted much study to ascertain if there is not some physical standard by which hens can be judged as to their laying qualities, without waiting a year.

As a result of his investigations Mr. Hogan has discovered certain rules covering the desired ground, which he has described in a book entitled "The Call of the Hen."

Harold F. Fisher of Hilo, one of the most enthusiastic local amateur "chicken fanciers," has tested out the Hogan rules, and finds that they appear to "work according to Hoyle." At the request of The Advertiser, Mr. Fisher has written a condensed description of the Hogan method of analyzing a hen in her youth so as to know whether she should be retained as a layer or consigned to the fattening pen.

## The American Crisis

BY the resignation of Mr. Bryan one great danger to this country has been averted. The danger that threatened us was not rupture with Germany. There was danger greater than that. It was not the danger of involving this country in hostilities. There was danger even greater than war. The danger which has been averted was that our country should be false to its character to its traditions, to its ideals. It was the danger that America should put peace before law, freedom, and righteousness.

There were men in the colonies who wanted to compromise with George III, and who cared more for peace than they did for the liberties of the people. Many of them were good men; but it is not these, but Washington and the men who stood with him, whom we honor when we celebrate Independence Day. There were men in the United States in 1861 who wanted, at that time of irrepressible conflict, to compromise with the slave power, and who cared more for peace than they did for union based on human freedom. Many of these were very good men; but it is not these, but Lincoln and the men who stood with him, whom we honor when we celebrate Memorial Day.

Today there is as great and as irreconcilable a CONFLICT AS THERE WAS IN 1776 AND IN 1861. IT IS THE CONFLICT BETWEEN THE SPIRIT OF LAW AMONG NATIONS AND THE NECESSITY THAT KNOWS NO LAW. It is the old struggle for freedom in a new form.

At this tremendous time, Mr. Bryan stands not for freedom first, but for peace; not for the triumph of law first, but for peace; not for righteousness first, but for peace. In his letter of resignation he frankly says that the cause which is nearest his heart is "the prevention of war."

Like many of those who opposed Washington, and like many of those who opposed Lincoln, Mr. Bryan is a good man; but he stands where they stood.

In this time of irrepressible conflict he stands for impossible compromise.

In accepting Mr. Bryan's resignation, President Wilson has done the bravest thing in his career. There is no doubt of the sincerity of his expression of affectionate friendship with Mr. Bryan and his statement that up to this time he and Mr. Bryan have been in virtual agreement. The fact that he has broken with such a supporter at this time is a proof that PRESIDENT WILSON HAS TAKEN IRREVOCABLY THE STAND AGAINST PEACE AT ANY PRICE AND FOR PUTTING ABOVE SUCH PEACE CONSIDERATIONS OF HUMANITY, JUSTICE AND FREEDOM.

On this issue there should be no division in American sentiment.

Many Americans will differ from the President in their judgment as to methods and policies; that is inevitable. But on this matter of principle the

## When Justice Slips the Hoodwink

MAUI NEWS: A few weeks ago an ignorant Korean in Honolulu murdered his wife whom he believed to have been unfaithful to him. A jury, empaneled without difficulty, quickly found the wretched guilty of murder in the first degree, sentence was passed and confirmed, and in a few days more society will kill another human being in the name of the law. Justice will have been vindicated. A year or two ago a man of prominent family killed another in a drunken brawl in a disreputable dance hall. A prominent lawyer came five thousand miles to assist in defending him. With the greatest difficulty a jury was secured, and when the verdict was rendered, the murderer walked from the court room a free man.

A Chinese clerk in a Honolulu bank stole a few hundred dollars and escaped to the Orient. He was soon hunted down, and is now serving a long term of imprisonment. Another clerk in a neighboring institution stole thousands of dollars, deliberately casting suspicion on his fellow clerks, causing some of them heavy loss in making up shortages caused by his peculations. When the crime was finally uncovered, this clerk was permitted to make a partial restitution and then leave for the Coast. He was not even placed under arrest. A territorial official absconded some years ago with some \$20,000 of public funds. Although his whereabouts have been very definitely reported, no real steps were ever taken to bring him to justice. The manager of a big business concern a few months ago diverted to his own use \$40,000 or \$50,000 (perhaps a great deal more). He was permitted to pay a part of it back, and then allowed to go. It is now proposed to bring him back for trial, but who can doubt the kind of a legal battle that will be waged in his behalf, or that he is almost certain of escaping eventually any serious penalty?

Yet we are told that justice knows no distinction between high and low, rich and poor; also that she wears a blindfold. There is a strong suspicion that the bandage sometimes slips.

American people should be one with President Wilson. We believe that they will be.

The President's acceptance of Mr. Bryan's resignation is an act of the first consequence. It means that there can be no question now as to the intent of the Nation to uphold its own rights and the rights of humanity. On this point Mr. Bryan's presence in the cabinet has been a severe handicap. His departure into private life enables the administration to be free to represent America's true character.—The Outlook.

High Sheriff Jarrett may have some more new additions to his "happy family," if Scully, Boggs, Bowers & Co. keep on making affidavits.

## Honolulu Wholesale Produce Market

Quotations  
ISSUED BY THE TERRITORIAL MARKETING DIVISION  
Wholesale Only. June 24, 1915.

BUTTER AND EGGS		POULTRY	
Eggs scarce, demand good.		Demand good for fat young poultry.	
Island tub butter, lb. ....	29 to 30	Broilers, lb., 2 to 3 lbs. ....	35 to 38
Fresh Island eggs, doz. ....	40	Young roasters, lb. ....	32½ to 35
Duck eggs, doz. ....	28	Hens, good condition, lb. ....	25
		Turkeys, lb. ....	35
		Ducks, Muscovy, lb. ....	25 to 30
		Ducks, Peking, lb. ....	25 to 30
		Ducks, Hawaiian, doz. ....	5.00
VEGETABLES AND PRODUCE		FRUITS	
Beans, string, green, lb. ....	.05 to .06	Apples, scarce, 100 lbs. ....	.75 to 1.00
Beans, string, wax, lb. ....	.05 to .06	Pineapples, cwt. ....	.65 to .75
Beans, lima in pod, lb. ....	.03	Strawberries, lb. ....	.10 to .15
Beans, Dry—		Watermelons, each ....	.50 to 1.00
Beans, Maui red, cwt. ....	4.00 to 4.25	Potatoes, lb. ....	.08 to .10
Beans, calico, cwt. ....	4.00	Potatoes, lb. ....	.08 to .10
Beans, small white, cwt. ....	5.00	Potatoes, sweet, cwt. ....	.85 to 1.00
Peas, dried, cwt. ....	3.75	Taro, wet land, cwt. ....	1.00
Carrots, doz. bunches ....	.40	Taro, bunch ....	.15
Cabbage, bag ....	1.25	Tomatoes, lb. ....	.04
Corn, sweet, 100 ears ....	1.75 to 2.00	Peas, green, lb. ....	.08 to .10
Corn, Hawaiian, small yellow (none).		Cucumbers, doz. ....	.25 to .40
Corn, Hawaiian, large yellow (none).		Pumpkins, lb. ....	.01½ to .01½
Aligator pears, doz. ....	.25 to 1.00		
Bananas, Chinese, bunch. ....	.20 to .50		
Bananas, cooking bunch .75 to 1.00			
Breadfruit (none in market).			
Figs, 100 ..... .85			
Grapes, Isabella, lb. ....	.11		
Oranges, Hawaiian, 100 ..... .75 to 1.00			

**LIVESTOCK**  
Beef, cattle and sheep are not bought by weight, dressed, at live weights. They are taken by the Hog, up to 150 lbs, lb. .... 11½  
Hogs, 150 lbs and over, lb. .... 11

**DRESSED MEATS**  
Beef, lb. .... 11 to 12  
Mutton, lb. .... 11 to 12  
Veal, lb. .... 12 to 13  
Pork, lb. .... 15 to 19

**HIDES, Wet Salted**  
Steers, lb., No. 1 .... 14½  
Goatskins, white, each .... 10 to 20  
Steers, lb., No. 2 .... 13½  
Sheepskins, each .... 10 to 20  
Kips, lb. .... 14½

**FEED**  
The following are quotations on feed f. o. b. Honolulu:  
Corn, small yellow, ton 41.00 to 42.00  
Corn, large yellow, ton 40.50 to 41.00  
Corn, cracked, ton 41.50 to 42.00  
Hay, ton 28.00 to 30.00  
Bran, ton 32.00

The Territorial Marketing Division under supervision of the U. S. Experiment Station is at the service of all citizens of the Territory. Any produce which farmers may send to the Marketing Division is sold at the best obtainable price. A marketing charge of 5 per cent is made. It is highly desirable that farmers notify the Marketing Division what and how much produce they have for sale and about when it will be ready to ship. The shipping mark of the Division is U. S. E. S. Letter address Honolulu, P. O. Box 1237, Salesroom EWA corner Nuuanu and Queen Sts Telephone 1840. Wireless address TERMARK.

A. T. LONGLEY, superintendent

## WEEKLY MARKET LETTER

The superintendent has been so busy picking up loose ends and getting the business of the marketing division in shape so that he can leave it that he has not found time to prepare a market

## SEVERAL OFFICERS ARE ORDERED TO MAINLAND

The latest War Department orders received here announce the relief from further service here of Second Lieuts. Harold F. Nichols and George F. Humbert, Coast Artillery Corps. Lieutenant Nichols is ordered to the coast defenses of Sandy Hook and Lieutenant Humbert to the coast defenses of Southern New York. Second Lieuts. Abner R. Rockwood and Harold F. Loomis are ordered from the coast defenses of Chesapeake Bay.

First Lieut. Fred H. Coleman, Fourth Cavalry, recently detailed in the Ordnance Department, is ordered from Schofield Barracks to Rock Island Arsenal.

Capt. Charles G. Mettler is detached from duty in the office of the Chief of Ordnance at the War Department and ordered to Honolulu as Ordnance Officer of the Hawaiian Department.

## RECORD FIRING BRINGS OUT MANY GUARDSMEN

About fifty members of the National Guard of Hawaii fired over the full course of the Fort Shafter range yesterday and some splendid scores were recorded. As the record firing progresses, the interest is becoming more intense as from the men who make the high scores will be selected to enter a competitive match to determine the personnel of the rifle team which competes in the national matches to be held in Jacksonville, Florida, in October. According to present plans the team will leave Honolulu by the Matsushima on September 22. This will give the men several days in San Francisco. Word has been received that 15,000 rounds of the best ammunition obtainable will be ready for practice prior to the journey to the mainland.

The first of the big steamers which the Charles R. McCormick Lumber Company, Portland, Ore., will have built for the intra-coast lumber trade is to be 415 feet long and will have a capacity of about 5,000,000 feet. This vessel is to be turned out at an Atlantic Coast yard and probably will be ready for operation by the opening of the 1916 trade. In addition two four-masted schooners, each 265 feet long and equipped with gasoline engines of 500 horsepower, are to be built at the plant of the St. Helene Shipbuilding Company. The schooners are to be wooden, while the steamer planned for the Panama Canal trade will be of steel.

The Klamath, at Pearl Harbor now, is owned by the same company.

## NEW BANDMASTER IS PETER KALANI

Mayor Lane Appoints Him and Also Henry Freitas As Building Inspector

Two important appointments by Mayor Lane were announced at last night's meeting of the board of supervisors, and unanimously confirmed by the board.

Peter Kalani was appointed bandmaster for the city.

Henry Freitas was appointed building inspector for the city.

Both appointments to take effect July 1, 1915.

Kalani is the musician to whom the command of the band was turned over by Captain Berger on the occasion of his temporary retirement. Berger's resignation was read and accepted last night.

## BOARD OF HEALTH PRESIDENT RETURNS

Dr. J. S. B. Pratt, president of the board of health, returned from the mainland in the Sierra yesterday after an absence of eight weeks from the Territory. He will assume the reins of government of the department this morning, after Acting President Bowman makes a report to him of the latter's stewardship during the absence of the president.

Dorothy Pratt attended the annual conference held in Washington early this month by Dr. Rupert Blue, surgeon general of the United States. He also attended a number of other medical conferences in the East and at the occasion, in San Francisco and was present when his two sons graduated from college in the East.

Don S. Bowman, whose temporary reign as head of the board of health was most satisfactory, will return to his in the Mauna Kea tomorrow to assume his post as chief sanitary inspector of the Big Island. Mr. Bowman will come to Honolulu on the return of Governor Pinkham from the mainland to take up a number of health questions affecting the Island of Hawaii.

## POPE'S MAIL UNDER BAN OF GERMANICS

(Associated Press by Federal Wireless.)  
WASHINGTON, June 29.—Verbal information that the German and Austrian postal authorities are refusing to pass onward or receive any mail addressed to or from the Holy See in Rome was conveyed to the State department informally yesterday by the Italian legation. Government officials commented on the fact that the news followed within twenty-four hours the publication of news despatches from Geneva to the effect that a residence is being prepared for the Pope at the monastery of Einsiedeln, in the Canton of Schwytz, and that the Teutonic legates to the Vatican are said to be urging the Pope to remove from Rome.

## LAND FOR ARTILLERY RANGE

(Associated Press by Federal Wireless.)  
WASHINGTON, June 28.—The war department has bought 19,000 acres of land for a field artillery range for regulars and militia at Tobyhanna, Pennsylvania.

## KING OF GREECE MENDS

(Associated Press by Federal Wireless.)  
ATHENS, June 28.—King Constantine is declared at last to be out of danger of a recurrence of the pleurisy which nearly cost him his life. He will go to the Chateau de Clie to complete his convalescence.

## 'PEACE' NEBRASKANS WILL HONOR BRYAN

(Associated Press by Federal Wireless.)  
LINCOLN, Nebraska, June 29.—William Jennings Bryan will be the guest of honor at a great reception to be held here this evening. The former secretary of state will address the guests present on Peace. Governor Morehead will preside at the meeting.

## NEW SUBMARINES WILL HAVE INCREASED SPEED

The sixteen submarines authorized by the last naval appropriation act, bids for which soon will be opened, will be somewhat larger and speedier than the 'L' type, of which eleven are under construction and in various stages of completion. The limit of cost on the 'L' boats was \$530,000 each, whereas the limit of cost on those last authorized is \$500,000 each. The additional \$30,000 on each boat will enable the production of a slightly larger and somewhat faster boat, particular attention being given to an increase of the underwater speed. It is expected that wider competition for the submarine contracts will be had this year than previously, as a number of shipbuilding concerns not heretofore bidding for such work have manifested an interest in the specifications.